

EMIGRATION



MADE EASY;

OR,

HOW TO SETTLE ON THE PRAIRIE.

BY

W. F. MUNRO,

AUTHOR OF "BACKWOODS AND PRAIRIES."



GLASGOW:

MACRONE & CO., PRINTERS, 28 ST. ENOCH SQUARE.

1883.

Norp
972
M968

AGENCY OF
THE CANADIAN PACIFIC RAILWAY
AND
THE CANADA NORTH-WEST LAND COMPANY,
FOR CONDUCTING THE FORMATION AND SETTLEMENT OF VILLAGE-
FARM COLONIES IN THE NORTH-WEST TERRITORY OF CANADA.

An Agency has been established to Conduct the formation and Settlement of Small Groups of Families, or "Village Farm Colonies," in selected positions, within the railway belt of the North-West Territory of Canada. This mode of settlement for persons of limited means is now highly recommended. The Lands, which belong to the Canadian Government, the Canadian Pacific Railway, and the Canada North-West Land Company, may now be selected, secured, and prepared in advance. Reliable Agents resident at Regina, N.W.T., are appointed to make selections of colony sites, and prepare the same, if required.

All communications to be addressed to W. F. Munro, 54 West Nile Street, Glasgow, head office of the Agency for Scotland.

Head Office in Canada—
REGINA, N.W.T.

W. F. MUNRO, Agent.

54 WEST NILE STREET, GLASGOW.

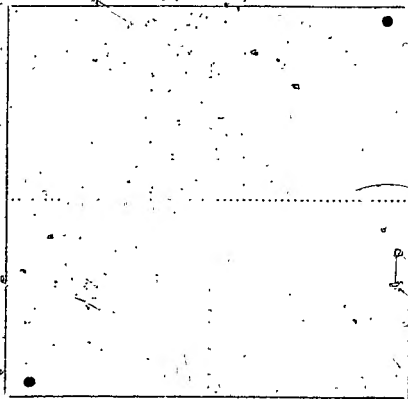
HOW TO SETTLE ON THE PRAIRIE.

At a time when great numbers are anxiously discussing the question of bettering their circumstances by Emigration, the following hints are thrown out with a view to the direction of intending settlers in the Canadian North-West. There is a considerable class of settlers, for whom certain temporary arrangements and expedients would be of incalculable benefit in commencing life on the prairie, no matter where; and the object here is to suggest these arrangements and expedients, and render them as intelligible as possible.

There are some for whose benefit it may be still necessary to say a word or two as to how lands are laid out and held in the North-West. We have adopted the American system of laying out the land in square blocks of one mile square, called sections, and containing 640 acres each. These are all further divided into four smaller squares, called quarter sections, containing 160 acres each. We have also copied the American system of giving our lands away in alternate sections, that is, when grants of land have been made to help to build railways through the country, these grants are always in alternate order, one section cornering with another, not lying alongside each other. A railway belt, therefore, means a tract of land through the centre of which runs the line of railway, the half of the land belonging to the railway, the other half to the Government. Thus the lands in a railway belt will resemble the black and white squares in a draught-board, the one kind being railway, the other Government squares. The land policy of these two different proprietors is a little different—the railway will sell their lands to anybody at from 10s. to 28s. per acre, though they prefer selling to actual settlers, who will become their customers, and to such they offer an abatement of one-half the price for cultivation. The Government, on the other hand, offer the one-half of their lands free to actual settlers, and the other half to the same class at 10s. per acre, that is, within the railway belt. A settler entering a railway belt finds this arrangement a little confusing at first. It is true he might step outside

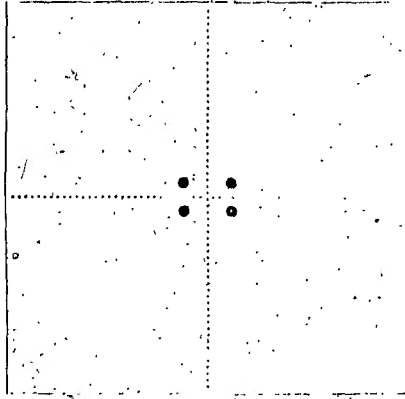
the belt to where the Government still owns all the land, and have a freer choice, but that often means stepping beyond the bounds of help, neighbourhood, and civilization.

It is said that the individuality of English speaking people causes scattered settlement in any new country. I am convinced that scattered settlement is the result of circumstances arising from the natural diversities of situation, and from the way lands are laid out and held. A new country is full of prizes in the shape of choice situations, and there is always a scramble for these. If individuality is the cause of scattered settlement, what causes towns and villages to spring up? There is a way in which people can settle together in groups on the prairie that will be of the greatest advantage to themselves at the start, and will not clash with their individuality in the least. I shall describe how a group of four families might make a start. Here is a Government section; it contains four exact squares of land, each containing 160 acres (100 acres used to be considered a large farm in Ontario when it was first settled); it is occupied by two settlers, each has a free homestead, and a pre-emption, together making a farm of 320 acres; each settler builds his house wherever he takes the notion, but it has to be on his homestead quarter section; thus it may happen, and often does happen, that the two occupants of a section of land live at a distance of more than a mile from each other.

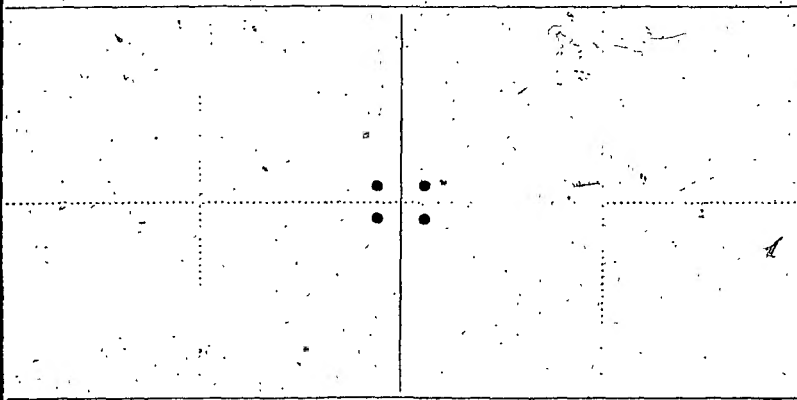


Now, instead of only two families occupying a section with their houses, it may be, at the extreme corners, I would advise that four families be content with a quarter section each, and build

their houses where the four corners of their quarter sections meet in the centre of a whole section. This would be the simplest form of a village-farm Colony.

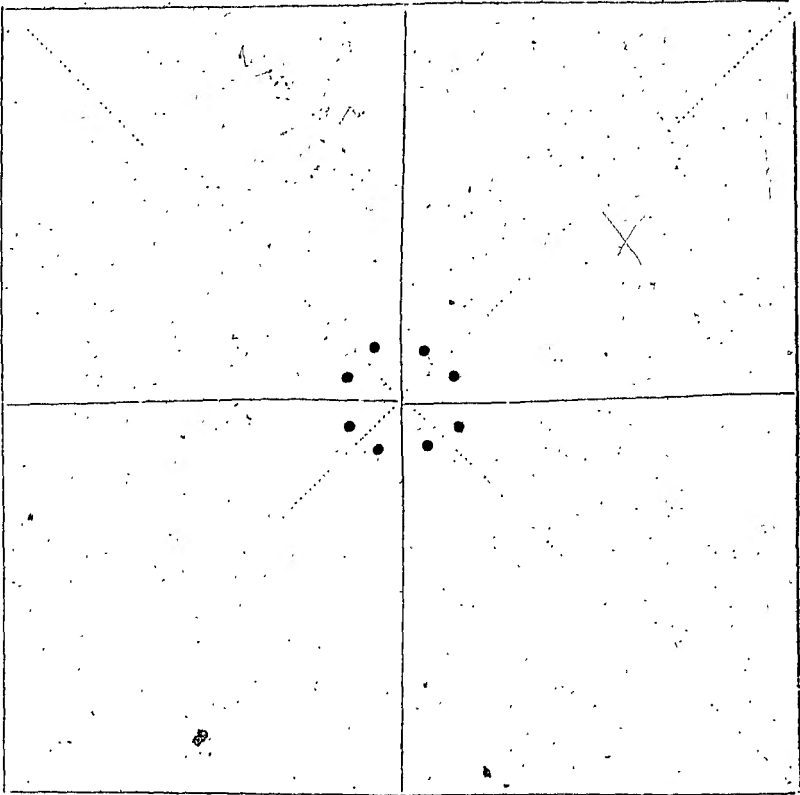


A Colony of four families might settle in the same way in the centre of two sections; one a Government section, the other a railway or other section. In this case each settler would have a farm of 320 acres.



But perhaps the best form of Colony is where eight families would settle in the centre of four sections, two of them Government sections, the other two railway or other sections, the whole forming a solid square block of land two miles square, containing 2560

acres, and thus affording to each Colonist a farm of 320 acres, as before. In this case, the farms would be trilateral in form at the start; they need not remain so permanently, as will appear in the sequel.



This mode of settlement is possible only under certain conditions. There must be concerted action on the part of the Colonists, and the Colony sites must be selected to answer the requirements of the Colony, that is to say, they must be the most eligible that can be got. Are these conditions realisable? By means of a very simple kind of machinery the work can be done. The Canadian Pacific Railway, and the Canada North-West Land Company, have jointly established an agency for conducting the formation here and the settlement there of groups of four or eight families on the plan described. The agency works in this

way. When a group of four or eight families decide to settle as here recommended, and make application to that effect, paying a deposit as proof of good faith, orders are cabled to the agents at Regina—the new Capital of the North-West—to select such a Colony site as may be required. This is done at once. The land answering all the conditions of a Colony site is secured and reserved. These same agents will receive the Colony on its arrival, and assist in its settlement. If desired, houses may be put up, and a few acres broken in advance, for which the actual cost only will be charged. These agents are a class of professional land valuers now extensively engaged in the North-West at this kind of work, both for public and private corporations. No question can be raised as to the dependence to be placed on the work they perform, for they have no interest on either side. Their instructions are to find suitable Colony sites, to make diagrams of the same, showing surface conditions and quality of the soil; if these are found to answer the requirements of the case, the lands are entered and secured.

The advantages of this mode of settlement may be summed up as follows:—Groups of four or eight families or friends may leave home together, travel, land, and settle together. They may form the beginning of an important settlement; the Colony sites are selected with this object in view. Many would-be settlers of small means, for whom it would be a risk to settle alone on the prairie at all, might, with every confidence, start as a Colony on the plan proposed. A group of such, just able, and no more, to provide between them the stock, implements, and machinery necessary to one, if settling alone, might make a shift for a year or so as a Colony. Close neighbourhood, opportunities of exchanging labour among the Colonists themselves, and with outside settlers, proximity to the railway, with the certainty that actual residence and cultivation of the land will rapidly enhance its value, are among the advantages of this small Colony plan. Many farmers in the North-West, who commenced on a homestead and pre-emption, have, after two or three years, sold one or the other at very high figures. It is not exaggerating to say that sales of ordinary farming land, for farming purposes, have been made at from £3 to £5 an acre. Suppose a Colony of eight families, settling in the centre of four selected sections within the railway belt, bring, under cultivation the four central quarter sections, that is, one whole section, and suppose they agree to sell

this section in order to clear themselves, and have a little capital over to begin again as individual settlers on the balance of the Colony site, I say there would be no difficulty in effecting a sale at £3. Remember that £1, at the very least, is added to the value of every acre once it is ploughed and cropped. Any man buying such a section at £3 per acre, could pay for it out of the first crop. The sale of this section, therefore, at no more than £3 per acre, would yield £240 to each of the eight settlers, supposing they all contributed an equal share to the cultivation of the land. This would enable each one to clear himself, and leave a balance on hand to begin work on his divided portion of the Colony site, which would be a farm of 240 acres, all paid for, and of the same shape as the farms which the Government gave to the children of the natives after the settlement of the country.

In the case of a Colony of four families being content with a farm of 160 acres each, and desiring to settle in the centre of a Government section, it may be here mentioned that this can be done without having any payments to make for three years, except the entrance fees. At the end of three years the Government charge 10s. an acre for one-half the land, the other half is free. 320 acres being the half of such a Colony site, would therefore cost £160, which, divided between the four families, would only be £40 each. But the settlement of Colonies on Government land exclusively is not altogether the work of this agency. The Government renders assistance to individual Colonists by furnishing guides to show them the lands, but leaves to Colonists themselves to make what arrangements they please about settling together. There is no provision made for one man to take up land for another. With regard to Colonies of *bona fide* settlers on the plan proposed, an exception would be made. The Government entrance fee for every quarter section, homesteaded or pre-empted, is 10s. This agency charges the same fee for selecting and securing each quarter section, for receiving the Colonists on their arrival, and placing them on their land. When a Colony of four families, therefore, desires to take up a Government section on the plan recommended, they are required to remit to this office both the Government and the agency fees, amounting to four pounds, upon receipt of which instructions will be sent to the agents at Regina to select a Colony site, which must be occupied within three months, otherwise the lands, which can only be held in reserve for that length of time, will be opened for entry to other settlers,

and the fees forfeited. When a Colony of four families desire to add a railway section to a Government section, so as to form a Colony site of double the size of the former, the terms on which the Government section may be acquired will be the same as before, with this exception, that the agency makes no charge for selecting or entering the lands, receiving and assisting the settlers.

The price of the railway land varies according to distance from the line, and adaptability for general farming purposes. Sections around stations, and immediately on the line of the road, are reserved for sale on special terms; but all the rest of the land contained within the 24-mile grant on each side of the railway is divided into four belts, each six miles wide. Lands in belt A, the six miles nearest the line, cost 28s. per acre; in belt B, being the next six miles, 20s. to 25s.; in belt C, the next six miles, 15s. to 18s.; in belt D, the outer six miles, 10s. to 12s. per acre. These are the prices to individual settlers, without conditions as to cultivation. The lands may be purchased, however, subject to cultivation of one-half in four years, and in this case an abatement of half the cost is allowed for every acre cultivated, that is, once ploughed and cropped. The terms of payment are one-sixth in advance, the balance in five equal annual instalments, with interest at six per cent. per annum; so that a Colony of four families, taking up a Government section and a railway section together, are required to remit the Government entrance fees, namely, £2, and the first instalment of the price of the railway land—here assumed to be at the average price of 20s. per acre, and the first instalment, therefore, amounting in even money to £107. Every section of this railway land has been valued, and has its price entered in a book, along with its appropriate diagram and topography, so that there can be no question raised as to what has to be paid; for simplicity's sake, an average price is assumed, the first instalment of which has to be paid before the land can be secured; if the land selected rate higher or lower, the difference will be adjusted.

It may be necessary to state here that the Canada North-West Land Company recently purchased one-fifth part of the railway land grant, so that where a Colony of eight families wish to take up four sections, of which one may belong to the Canada North-West Land Company, the same terms and conditions will apply. There being two Government sections, the Government entrance

fees to be remitted will amount to £4; and there being two railway or company sections, or 1280 acres to be purchased at 20s. per acre, the first instalment of one-sixth will amount to £214.

The writer would be much pleased to supply further information; or, where it would meet the views of intending Colonists, to have a personal interview, the same may be arranged.

Intending Colonists should sail from Glasgow to Québec. Navigation usually opens about the end of April. The cost of going from Glasgow to Winnipeg, *via* the great lakes, is £6 8s. 5d., of which £3 is charged for the ocean passage, and £3 8s. 5d. for the rest of the way. £1 per adult is charged extra from Québec by the all-rail route. Children between the ages of one and twelve years are charged £2 for the ocean passage, and half-fare for the rest of the way, except that children under five years are free. These exceedingly low rates, made specially for agricultural labourers and female domestic servants, may now be had by Colonists under the plan proposed. They are obtained only from the Canadian Government Agent, Mr. Thos. Grahame, 40 St. Enoch Square, Glasgow, to whom also intending Colonists are referred for pamphlets, maps, and other general information regarding the North-West.